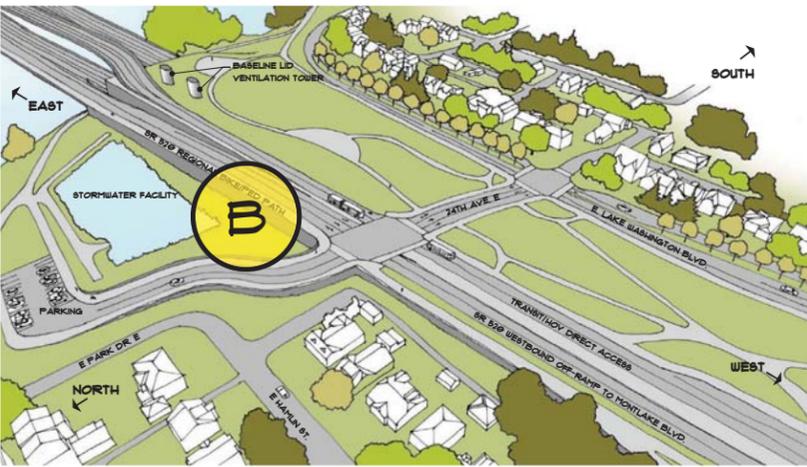


# How to read today's materials

**A** 24th Ave. E and Shelby/Hamlin Neighborhood



**B** Birdseye view of baseline design



**C** What we heard

- Screen noise and visual impacts on residences due to proximity of general purpose off-ramps and headlight glare.
- Provide a safer bike/pedestrian environment at the intersection of 24th Ave. E. with the on/off ramps.
- Prevent cut-through traffic on neighborhood streets.
- Preserve the scenic viewpoint at the entrance to MOHAI.
- Improve linkages to the Arboretum and Shelby/Hamlin neighborhood.

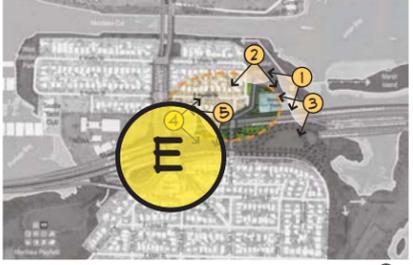
**DRAFT** **CONCEPTUAL**  
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**24th Ave. E and Shelby/Hamlin Neighborhood**

**Design Opportunities**

- Shield residences from noise and visual impacts by lowering the off-ramps and moving noise walls back.
- Provide a safer bike/pedestrian route along the regional path by terminating 24th Ave. E at the north end.
- Prevent cut-through traffic in the neighborhood by terminating 24th Ave. E at north end.
- Include landscaped buffers between the westbound off-ramps and the neighborhood.
- Improve the connection between Shelby/Hamlin and the Arboretum by providing a well-designed, ADA-accessible path under SR 520.

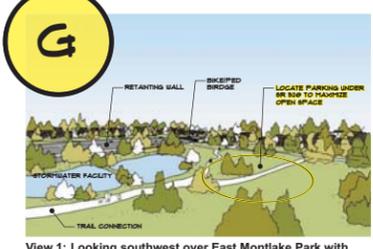


**E** View locator map

**F** Baseline design



**G** Design opportunity



**H** View 2: Looking south along 24th Ave. E



**H** View 2: Looking south at bike/pedestrian bridge access only



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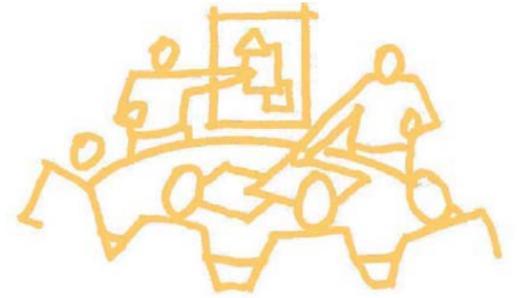
- A** Description of the study area.
- B** Birdseye view of the baseline design providing context of the study area.
- C** Feedback provided by the public over the past two public open house sessions.
- D** Key design opportunities that reflects public feedback.

- E** Viewpoint key map with views numbered to correspond with the proceeding sketches.
- F** Sketches illustrating the baseline design.
- G** Sketches illustrating key design opportunities.
- H** View number associated with the viewpoint key map.

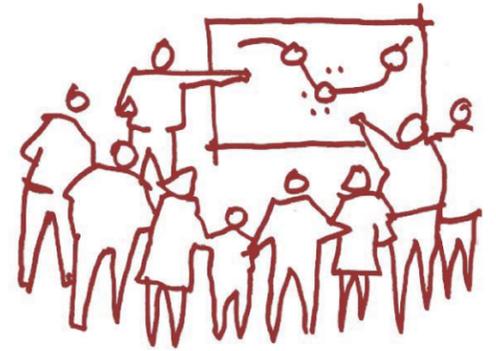
# Next steps in the Seattle Community Design Process

A January 2012 progress report will summarize this process and feedback collected to date. Next year, WSDOT will continue the process by again engaging with our partner agencies and the broader public to:

- gather feedback on the range of design opportunities.



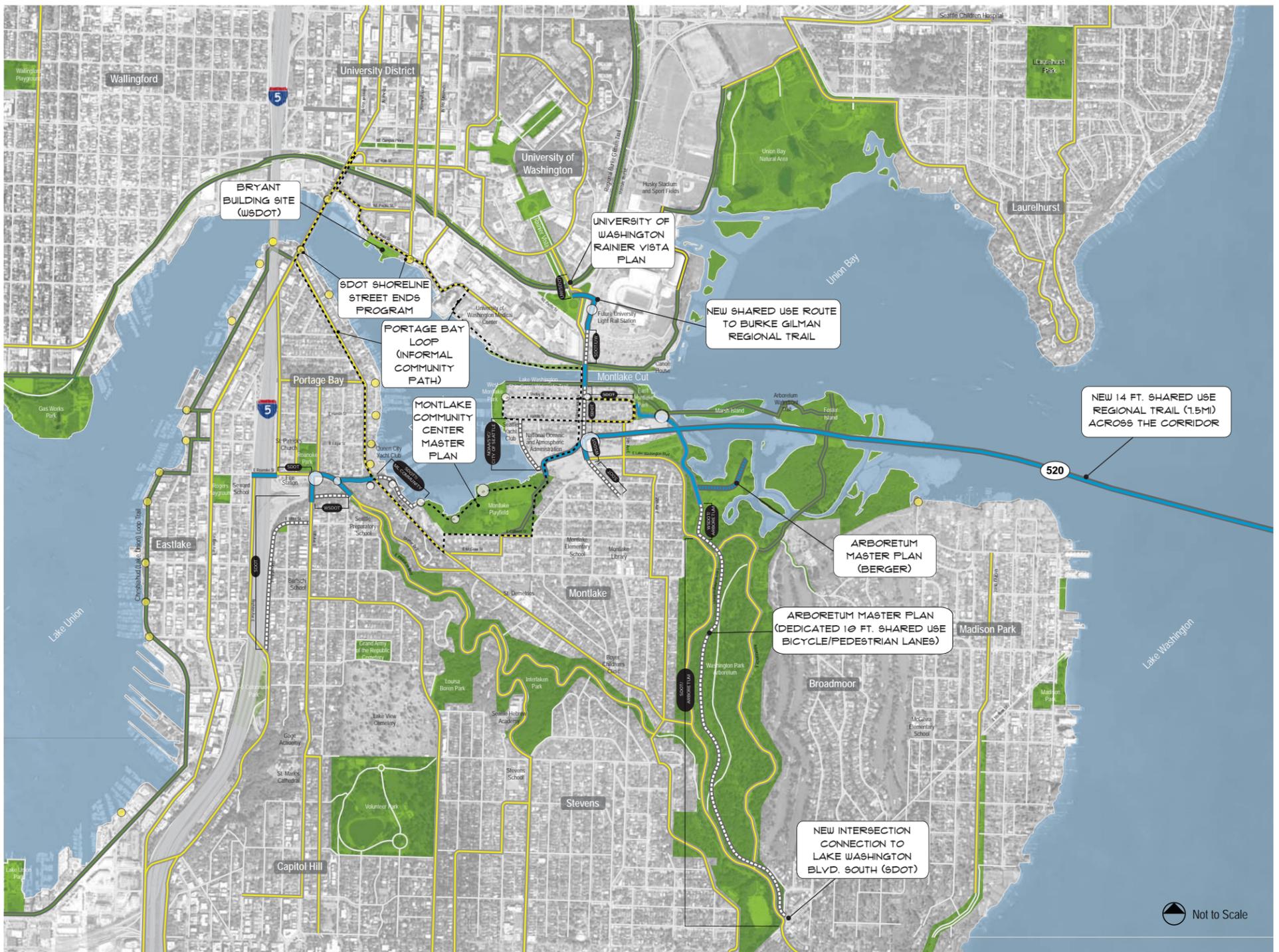
- further explore how new design ideas may enhance sustainability and livability in the project area.



- begin to integrate refinements into the project design.



# Regional and neighborhood connections and gap analysis



## What we heard

- Create a continuous trail connecting Portage Bay kayak launch, Bill Dawson Trail, Seattle Yacht Club, West Montlake Park, and Arboretum Waterfront Trail.
- Connect Roanoke Park and Interlaken Greenbelt with a good bike/pedestrian path.
- Keep the Boyer Ave. E stair connection to Roanoke area.
- Create safe places under bridges with connections and activities.
- Provide bicycle storage shelters and restroom facilities at key crossings.
- Consider bike/pedestrian path on Portage Bay Bridge and integrated with 10th and Delmar area.
- Provide better signage and wayfinding for cyclists.
- Connect recreation sites with water trails, bike and pedestrian access.
- Consider placing commercial and public information activities like kayak and bicycle rentals, a cafe and Arboretum kiosk on the lid.

LEGEND	
	WSDOT Connection Improvement
	City Bike Route
	Major trail route
	Seattle Shoreline Street Ends Program
	Community-identified gaps with potential responsible agency/stakeholder
	Community-proposed connections
	Potential activity nodes